



September 25, 2020

Ms. Cristina Haworth, AICP, Issaquah Planning Consultant  
City of Issaquah  
Development Services  
PO Box 1307  
Issaquah, WA 98027-0051

*Civil Engineers*

*Structural Engineers*

Project: Issaquah High School, AHBL No. 2180412.10  
Subject: Response to Comments dated August 12, 2019  
Issaquah School District Pre-Application Review: PRE19-00005

*Landscape Architects*

*Community Planners*

Dear Cristina:

*Land Surveyors*

This letter is in response to Ms. Katie Cote's comments dated August 12, 2019, regarding the above referenced project. The comments are included below (verbatim) for your reference. Our responses are shown in **bold** after each comment.

*Neighbors*

#### **ACTION ITEMS REQUIRED WITH PERMIT SUBMITTAL**

1. As discussed, the frontage street to the site (228th Ave.) is City of Sammamish Right-of-Way. Any improvements to the street shall be permitted through Sammamish (following BLD permitting). No interlocal agreement on impact fees exists between Issaquah and Sammamish; however, as mentioned by the applicant and confirmed in Sammamish Municipal Code 14A.15.030(2)(b), Sammamish does not assess impact fees for public schools. Traffic mitigation for the project may be evaluated through the SEPA process. **Please provide the Traffic Impact Analysis once complete.**

**Response: A copy of the TIA completed by Heffron Transportation has been included with the SDP submittal. The TIA has also been submitted to the City of Sammamish for review.**

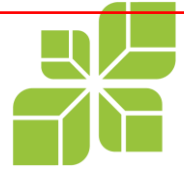
2. Pedestrian and Vehicular Circulation:
  - a. Staff expressed serious concern about the site organization, including the difficulty of navigating the site, the poor walking and biking routes, and confusing auto circulation. In addition to fulfilling the general standards for nonmotorized facilities in IMC Chapter 18.07.080, the project shall assure safe walking conditions for students who only walk to and from school per IMC Chapter 18.07.590. The site configuration results in a long and circuitous walk to the facilities, especially to the elementary school. How does the proposal address Safe Routes to School? Will the route leading to the high school south lot be

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accessible to bikes and pedestrians? Please demonstrate proposed nonmotorized access to the facilities, including barrier-free, pedestrian, and bike.

**Response: Sidewalks are provided on both sides of the access road. These walks extend from the ROW and provide connection to all site buildings and elements for nonmotorized access. Additionally, an accessible route has been provided from the project site to the ROW. 228<sup>th</sup> Ave. currently does not have pedestrian or bicycle facilities in the vicinity of the site. The nearest sidewalks are located approximately ¼ mile north and south of the project limits. The proposed frontage improvements for 228<sup>th</sup> will add pedestrian sidewalk and bike lanes along the entire length of the frontage.**

- b. Ensure that pedestrian circulation between the schools meets the standards for multiple building walkway systems in IMC Chapter 18.07.080(B)(1)(b)(2).

**Response: IMC 18.07.080(B)(1)(b)(2) lists 7 requirements for multiple building walkway systems. The requirements and how the current site plan meets these requirements are as follows:**

- (A) Link all public entrances of the building to each other and to the nearest public sidewalk, trail, or shared use corridor.

**Response: Each building has an entry plaza area at the main entrance that has direct connections to site sidewalks. These interconnected site sidewalks extend on both sides of the main entrance drive to the proposed sidewalks along the 228<sup>th</sup> ROW. In addition to these connections to the ROW, an additional accessible route to the 228<sup>th</sup> ROW is provided on the south side of the high school (HS) building.**

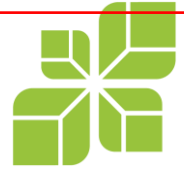
- (B) Provide perimeter walkway that is generally parallel to and continuous along all building facades with public entrances or associated landscaping areas.

**Response: Each building has a large entry plaza and sidewalks that extend parallel to the building entrance that connects to the site walkways. In addition to these walkways, all site elements (buildings, play fields, etc.) have at least one walkway connection that connects to other walkways on site such that it is possible to walk from one element to the other on constructed walkways.**

- (C) Connect at least one (1) walkway through the parking lot that is generally perpendicular to buildings and provides a walkway route between buildings in addition to perimeter walkways.

**Response: Each public parking area on the site has at least one walkway through or immediately adjacent to it that provides direct connectivity the buildings and other site walkways.**

- (D) In instances where building facades with any associated outdoor display and storage face the parking lot and exceed two hundred fifty (250) feet in length, provide an additional walkway through the parking lot for each increment of two hundred fifty (250) linear feet.



**Response: Our project does not propose any building facades with outdoor display nor storage. Thus, this requirement is not applicable.**

- (E) Provide a continuous walkway on at least one (1) side of parking lot aisles that do not contain angled stalls.

**Response: Continuous walkways have been provided to access all parking lots and provide connection to the various buildings and site elements located throughout the project.**

- (F) Provide a continuous walkway on both sides of private roadways through a development that are not part of a parking lot.

**Response: A continuous walkway has been included on both sides of the main access road through the site from the 228<sup>th</sup> ROW until the south end of the bus drop-off area for the elementary school (ES). The sidewalk from the south end of the ES was not extended along the south side of the HS bus drop off and parking access because it would not provide any additional benefit to site circulation for nonmotorized users. Extending the walkway along the south side of the road would require nonmotorized users to cross the driving surface in an area where buses are making complicated movements. It is our preference to have nonmotorized users cross at or prior to the ES to minimize this safety conflict. Additionally, adding a sidewalk along the south will put more students against the southeast property line and reduce available site buffer from neighboring properties. A continuous walkway was only included on one side of the ES and HS parent drop-off to encourage drop-off on the designated side and reduce the number of pedestrian/vehicle conflicts on site.**

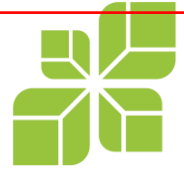
- (G) Not result in walkway dead ends that result in a pedestrian being unnecessarily required to cross a street or other vehicular area and/or take a circuitous route in order to resume travel on a walkway.

**Response: No dead-end walks are proposed for this project.**

- c. Please provide a sidewalk on the south side of the entry road from 228th Ave. It is less likely that a pedestrian would choose to go across the street, away from their destination, rather than walk along the nearest street, even with no sidewalk.

**Response: A sidewalk has been provided along the south side of the entry drive.**

- d. The proposed configuration impedes visibility of the schools from the entrance to the site, so the destination will be apparent to visitors only through signage. Please note that per IMC Chapter 18.07.480(E)(17), new facilities are required



to establish that alternative sites have been considered and that the proposed site is best suited for the development.

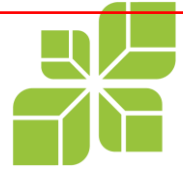
**Response: Based on coordination with the City over the past year, the site has been reconfigured to move the parking structure and align the entry drive to provide more direct views to the schools from the main entry drive.**

3. The required build-to-line for compact public schools is 0' – 20', with approval criteria for a build-to-line increase in IMC Chapter 18.07.480(E)(20). Per IMC Chapter 18.07.480(E)(13), if the property is not built to the property line, vehicular circulation and/or parking are not allowed in the space in between the building and the property line. Elsewhere, however, the proposal does appear to demonstrate compliance with the requirement to include elements such as landscaping with evergreen plantings and hardscape elements such as seat walls, benches, and bicycle parking in the space in between the building and property line. Your application needs to address in detail how you comply with the build-to-line standard.

**Response: The project site has a single frontage road along one side of the property. There is a significant grade change from this road to the central portion of the site. The central portion of the site has been previously cleared and flattened from previous development. Based on this constraints and the City goal to preserve trees on slopes greater than 20-percent, the buildings have been designed to be on flatter portions of the site with an access road serving them to minimize the amount of earthwork required, save as many significant trees as practical, and reduce overall building and site construction costs for the project. If buildings were constructed within 20' of the frontage as required by the IMC, the buildings would need to be cut into the existing hillside or tower over 228th. This would require removal of the large, significant trees along the frontage that are proposed to meet the City's tree retention requirements and screen the project site from the 228<sup>th</sup> ROW. Additionally, constructing the buildings into the hillside will require significant cost and time impacts to a public school project that is already having budget and timing impacts. Making the buildings more expensive to construct will take away from other much needed program from project.**

The CIDDs states "Build-to-lines identify the required placement of buildings on property frontage between the building and the Circulation Facility property line or private Circulation Facility Boundary if there is no property line." As discussed above, using the single frontage road as a required build-to-line boundary is not practical for the is project. Thus, the build-to-line requirement should be applied to the relationship of the buildings to their adjacent site roads. Site access roads to the frontage of both buildings have been designed to mimic a public road with sidewalks, landscape strip, street trees, and planted medians. Further information on the build-to-line is included in the project narrative.

The buildings are located such that sidewalks, plazas, vegetation, and other landscape site elements such as bike racks, seatwalls, etc. is placed between them and the adjacent site roads. No parking is proposed between the buildings and the adjacent site roads. Thus, the proposed design meets the requirements outlined in IMC 18.07.480(E)(13).



4. Compact public schools must comply with the development standards in IMC Table 18.07.480, including floor area ratio (FAR). The minimum required FAR is 0.75 but may be reduced by 50% with Director approval in order to accommodate operational functions, including outdoor space that is used for required academic curriculum (for example, track and field areas) (footnote 7 of Table 18.07.480). Please demonstrate how the project meets minimum FAR requirements or would qualify for a reduction to account for outdoor sports facilities. Though outdoor sports facilities may not be included in the FAR they may be used to offset FAR requirement with Director approval. Refer to approval criteria for FAR reduction in IMC Chapter 18.07.480(E)(19).

**Response: Relief from the FAR is requested in the attached letter.**

5. The Auto Parking:
  - a. Minimum required parking may be calculated in one of two ways. For the elementary school: 3 spaces per classroom (including portable classrooms) or 1 space per 3 seats in auditorium, whichever is greater. For the high school: 4 spaces per classroom (including portable classrooms) plus 1 space per employee and faculty member, or 1 space per 3 seats in auditorium or stadium, whichever is greater. Please use these equations to show how total parking was computed for both schools. Refer to IMC Chapter 18.09 for parking standards.

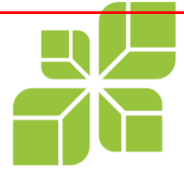
**Response: The project meets the parking requirements outlined above. Parking information is included on sheet C0.1 LU as well as outlined in the traffic report and project narrative.**

- b. A minimum of 50% of stalls must be in structured parking per IMC Chapter 18.07.480(E)(16). The 270 stalls proposed for structured parking appear to be insufficient to meet this standard. If the 50% minimum is infeasible, please refer to the provisions for seeking an administrative adjustment of parking standards in IMC Chapter 18.09.060.

**Response: A revised parking structure with more than 50% of the required parking has been proposed for the site. The overall required parking for the site is 667 stalls. 373 of those are structured which results in 56% of the required stalls being structured.**

- c. The Site and Circulation Plan proposes 60% of high school stalls and 46% of elementary school stalls to be compact, both within the 60% maximum allowed by IMC Chapter 18.09.090(H). However, as the City is moving toward phasing out compact parking, consider reducing the proportion of compact stalls if feasible.

**Response: Compact stalls are provided to reduce the overall impervious footprint of the site. The overall number of compact stalls has been reduced from the Site and Circulation Plan provided with the pre-application documents. There are 11% compact stalls at the HS and 32% compact stalls at the ES.**



- d. In the project narrative, please explain how the site can handle increased parking demand for events, including by augmenting existing capacity with shuttle service as discussed during the pre-app meeting.

**Response: The attached project narrative provides parking numbers and details regarding event parking. At this time the need for shuttle is not anticipated but options to do so from nearby sites is still available should the need arise.**

6. Provide sufficient bicycle parking facilities for both schools. Please refer to bicycle parking standards in IMC Chapter 18.09.030(I), which requires the provision of bicycle spaces equivalent to a minimum of 5% of the required auto stalls for the first 300 stalls and 1% of the remaining stalls in excess of 300. Note that, with schools being a use or that typically generates a high volume of bicycle activity, additional spaces may be required.

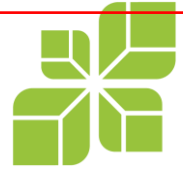
**Response: The number of bike stalls provided is based on the requirements of Washington State Sustainable Schools Protocol. 8 bike stalls are provided at the ES and 60 stalls are provided at the HS. This exceeds the number required by IMC for this project.**

7. Per IMC Chapter 18.07.480(E)(1)(b), the project must comply with Central Issaquah standards for Views and Vistas, even though it is located outside the Central area. These standards, in CIDDS Chapter 11.2(G), require that the existing linear view long 228th Ave. be preserved and that views of the forested hillsides of Tiger, Squak and Cougar Mountains, Sammamish Plateau, and Mount Rainier are used as one criterion in determining the appropriate layout of new circulation facilities onsite.
8. Response: The territorial views from the site were used in part to best locate facilities so that site visitors, students and faculty are able to get the best vantages to take in these views. While the developed site is designed to look and feel like a typical Pacific Northwest forested sites, being able to see out from the site will also help to give perspective. See attached site plan with views noted. Please provide a critical areas study (refer to IMC Chapter 18.10.410) to evaluate probable impacts of the project to critical areas and their buffers. These may include steep slopes (subject to geotechnical analysis), Critical Aquifer Recharge Areas, and wetlands, if present on the site. If infiltration is being proposed, provide the Critical Aquifer Recharge Area (CARA) map as part of the critical areas study.

**Response: Steep Slope and Wetland Analysis studies have been provided with this submittal. Infiltration is not feasible on site and is not proposed.**

9. The project shall comply with the landscape standards for Community Facilities; please refer to IMC Table 18.12.060(A) and Table 18.12.070(B)(3).

**Response: Noted. The proposed landscape design complies with the landscape standards for Community Facilities with some minor deviations applied for in the submitted AAS requests.**



10. Tree Retention and Density:

- a. Even though it is located outside Central Issaquah, the project must comply with Central Issaquah Development and Design Standards Chapter 10.0, Landscape, including Landscape and Decorative Requirements for Structured Parking Areas, per IMC Chapter 18.07.480(E)(14).

**Response: Noted. The proposed landscape for the structured parking meets the requirements in Chapter 10 of the Central Issaquah Development and Design Standards.**

- b. Per CIDDS Chapter 10.10, the minimum density of retained and replanted trees is 4 significant trees (or their equivalent size in caliper inches at 4.5 feet above ground) per 5,000 square feet of developable site area. According to the Arborist Report, the project will retain 337 and replant 1,045 of the required 1,326 trees, which exceeds the minimum density requirement with the acknowledgment that calculations will be revised once the critical areas study is complete. Note that tree replacement provisions are found in CIDDS Chapter 10.14.

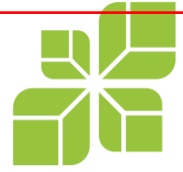
**Response: Noted. The SDP submittal package includes updated Arborist Report and Tree Preservation plans outlining updated tree retention calculations showing how the requirements of CIDDS Chapter 10.**

- c. Per CIDDS Chapter 10.13, 25% of the total caliper of all significant trees in the developable site area is to be retained. The Arborist Report shows that 13.6% of caliper will be retained. With necessary tree replacement provided for, this reduction may be approved if the conditions in CIDDS Chapter 10.13(B) are met.

**Response: Due to the challenges of the existing hilly topography and the need to create flat areas for buildings and other site elements, achieving a tree retention goal of 25% is not feasible. We have walked the site with the project arborist to determine the best trees to retained per the criteria outlined in section 10.13.2 of the CIDDS. In addition to these criteria, we are also retaining trees that provide the best buffering to the neighboring properties. A reduction of the tree retention requirements is requested. For the Director to approve the reduction, criteria 1-4 and/or criteria 5, and criteria 6 listed in Chapter 10.13(B) of the CIDDS. A list of the criteria and why they are justified is as follows:**

1. The modification is consistent with the purpose and intent of this Chapter, and the Central Issaquah Plan goals and policies.

**Response: As mentioned above, the trees identified for retention were selected based on the criteria outlines in section 10.13.2 of the CIDDS. The trees selected for retention are significant trees consisting of mainly Douglas Fir and Big Leaf Maple grouped together along the project's perimeter. Additionally, these trees were chosen to save to provide larger scale, natural buffering to the neighboring properties and protecting the existing steep slopes along the 228<sup>th</sup> R.O.W.**



2. The modification incorporates the retention of grouping(s) of smaller trees that make up the equivalent diameter inches and retains other natural vegetation occurring in association with the smaller tree groupings(s).

**Response: The tree retention areas identified are intended to maintain their natural forested condition. Only minimal work to the existing vegetation is proposed in these areas. Work will be limited to maintenance necessary to remove invasive species and any dead/dying vegetation that poses safety risks.**

3. The modification is necessary because of the size, shape, topography, location of the subject property may jeopardize the reasonable use of the property and reasonable alternatives do not exist.

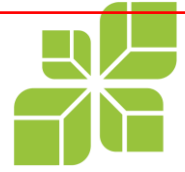
**Response: Where possible, the proposed building and site element locations were placed on the previously cleared flatter portions of the site. However, the existing site has significant topography and the use of the property requires creating large, relatively flat locations for site elements. Attempting to save additional trees will cause significant cost impacts by requiring additional and taller walls that would require further program reductions for the school district.**

4. The modification is necessary because the proposed buildings and site layout, required ingress/egress, existing and proposed utility locations, trails, storm drainage improvements or similar constraints may jeopardize the reasonable use of the property and reasonable alternatives that are consistent with the Central Issaquah Plan do not exist.

**Response: The location of the proposed access to the site is constrained on the north and south by necessary separation distance from existing accesses/intersections on 228<sup>th</sup>. The access location and routing is additionally constrained by providing a drivable slope while attempting to save trees on the north and south sides of it. There are also utility constraints controlling tree save areas at the access location. The road has a storm drainage collection and conveyance system under it and a water main. In order to meet the requirements of the stormwater manual, a detention system is also required at the bottom of the access road. To minimize impact to the trees, the location of the existing access road was used for the proposed detention system. Walls are proposed on both sides of the access road to attempt to save trees. Attempting to save additional trees will require taller walls located closer to the sidewalks and will create a closed, tunnel feel to the entrance.**

5. The modification is necessary to provide solar access to a building that incorporates active solar devices. Windows are solar devices only when they are south-facing and include special storage elements to distribute heat energy.

**Response: This criterion does not apply to this project.**



6. The applicant replaces trees on site and/or off-site or pays a fee in-lieu-of in accordance with 10.14.C-D Replace Trees for reductions less than the minimum tree density requirements.

**Response: The Landscape Plans included with the SDP submittal show the replacement trees and their location on site.**

11. Which fields will be lighted? Show proposed lighting plan, including pole heights, and describe how light impacts will be minimized in compliance with IMC Chapter 18.07.107 - Outdoor lighting.

**Response: The tennis courts, field throwing events, and track and field will have lights. Proposed light pole locations are shown on the Water, Sewer, and Utilities Drawing included with the SDP application. A full lighting design will be provided with construction permit drawings.**

12. Please complete the Design Criteria checklist in Appendix 2 of IMC Chapter 18.07 to show the project's consistency with the City's design criteria for Level 5 Review, per IMC Chapter 18.07.480(E)(1)(c).

**Response: A completed copy of the Design Criteria Checklist has been included with the SDP submittal package.**

13. Water:

- a. Tax parcels 1624069001, 9029 and 9031 do not currently have water service from the District and use a private Group A water system.

**Response: Noted.**

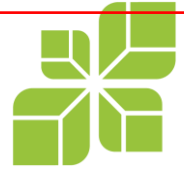
- b. There is a 12-inch water main in 228th frontage on the east side of the properties. There are other water mains in close proximity to the property in Providence Point.

**Response: Noted.**

- c. The existing water system is in the District's 650 Pressure Zone. It appears that the high ground elevation in the plat will be approximately 521 feet. Lidar appears to indicate current elevations of up to 528 feet. Pressure on the high ground is expected to be <40 psi.

**Response: Noted.**

- d. Abandon all parts of the private water system on the property, including connections to the private well. No use of the private water system or connection of the private water system components to the District water system will be allowed.



**Response: No connections to private well are proposed. All parts of existing water system will be removed/abandoned.**

- e. Any wells on the properties must be abandoned in accordance with the Department of Ecology requirements, and a copy of the abandonment paperwork must be provided to the District.

**Response: Noted. There are no known active wells onsite. DOE only lists a test well from 1959 well log. Any wells encountered will be abandoned per DOE requirements and paperwork will be provided to the district.**

- f. Construct 12-inch water mains through the proposed project.

**Response: All proposed mains are 12”.**

- g. Loop the water system from 228th Ave SE (2 locations) to water mains in Providence Point, at 226th PI SE or 224th Lane SE. There should be no dead end mains with no regular use.

**Response: The proposed water system shows two connections to the 224<sup>th</sup> Lane main and the two connections to the 228<sup>th</sup> Ave main. No dead end mains are proposed.**

- h. Replace the existing 12-inch AC water main on 228th Avenue with a 12-inch ductile iron main, from the north edge of the project at the water main into Bellewood to the existing ductile iron main on 228th Ave SE just south of the current northern driveway into the property.

**Response: Plans show the existing main being replaced.**

- i. Easements will be required for all water mains and appurtenances located on private property. District standard easement forms will be used. The minimum easement width considered will be 15-feet, and joint water/sewer easements will be wider. Easements for water and/or sewer facilities in access tract or rights-of-way will be required to match the full width of the tract or right-of-way, and to extend to any adjacent property lines.

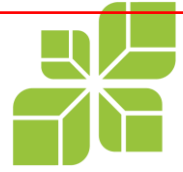
**Response: Noted. Proposed easements will be provided at the time of water/sewer permit drawings.**

- j. Backflow prevention devices must be installed for all non-single-family residential buildings.

**Response: Water plans indicate backflow prevention devices for the buildings.**

- k. The fire sprinkler systems for the buildings require the installation of a Double Check Detector Assembly (DCDA) backflow prevention device located in a vault per the District's standard detail.

**Response: A DCDA in vault is proposed for all fire sprinkler systems.**



- l. Irrigation meters, separate from domestic meters, for watering common areas are required. Each irrigation meter must have a double check valve assembly (DCVA) backflow prevention device directly behind the meter.

**Response: A separate irrigation meter with backflow prevention are specified for the project.**

- m. If the irrigation system or other water system uses an alternative water supply source, such as rainwater harvesting, that system must be separated from District supplied systems. Supplemental water supply provided by the District to these systems must utilize an air-gap and other backflow-prevention devices required by the District.

**Response: No alternate irrigation systems are proposed.**

- n. Any wells on the properties must be abandoned in accordance with the Department of Ecology requirements, and a copy of the abandonment paperwork must be provided to the District.

**Response: See item e. response above.**

- o. Any proposal for infiltration or injection of stormwater to be reviewed by the District for potential to degrade the aquifers used for District drinking water.

**Response: Infiltration is not feasible onsite and is not proposed.**

14. Sewer:

- a. Tax Parcels 1624069001, 9029 and 9031 were previously sewer customers, using a private sewer system connected to a District sewer system manhole. This sewer account has been terminated.

**Response: Noted.**

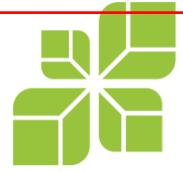
- b. There is a District sewer system manhole located near the northwest edge of the property, near the common property line of tax parcel 9029 and 9031.

**Response: Noted. The proposed onsite sewer design connects and outfalls to this manhole.**

- c. There is an 8-inch sewer main within Providence Point Hilltop Village, terminating in a cleanout located west of SE 42nd Court, between buildings 63 and 64, approximately 200 feet southwest of the properties. There is also a manhole in 228th Avenue SE, approximately 460 feet north of the northeast corner of the property at the intersection of 228th Avenue SE and Providence Point Dr. SE.

**Response: Noted. It is preferred to outfall to the sanitary sewer manhole noted in item b. above.**

- d. Construct 8-inch gravity sewer mains through the proposed project, connecting to existing sewer system in or near boundary with Providence Point.



**Response: 8-inch gravity mains out falling to the manhole described in item b. above are proposed.**

- i. Existing manhole located adjacent to 226th Pl SE: Invert ~474.5 – to be confirmed.

**Response: Noted. A field surveyed invert of 474.09 has been used for the proposed design. Notes will be provided on the permit drawings for the contractor to pothole and field verify actual invert elevation prior to commencing construction.**

- ii. Sewer located west of SE 42nd Terrace: ~456 – to be confirmed.

**Response: Noted. The proposed design does not utilize this outfall.**

- iii. Replace existing cleanout with manhole, and extend to property line.

**Response: Noted.**

- e. Gravity sewer service is required if feasible.

**Response: Gravity sewer service is provided for all buildings other than the parking garage. Due to the elevation of the lower level of the garage, a pump system is proposed for the side sewer.**

- f. Subterranean parking structure requires oil/water separator. The connection of the oil/water separator to the District's sewer system shall be made at a separate side sewer connected to a manhole. Drainage from areas open to rainwater shall not drain to the sewer.

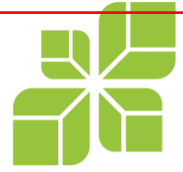
**Response: The top level of the parking garage and the trench drain at the bottom of the south access ramp into the garage lower level has drains that connect to the storm drainage system. The lower level of the parking garage has drains that connect to under slab plumbing that outfalls to an oil water separator.**

- g. Grease Interceptors are required for all commercial buildings that have food service.

**Response: The elementary school and high school have grease interceptors for drains in food service areas that are subject to F.O.G. waste.**

- h. Easements will be required for all sewer mains and appurtenances located on private property. District standard easement forms will be used. The minimum easement width considered will be 15-feet, and joint water/sewer easements will be wider. Easements for water and/or sewer facilities in access tract or rights-of-way will be required to match the full width of the tract or right-of-way and to extend to any adjacent property lines

**Response: Sewer easements will be provided with the sewer permit submittal.**



- i. If any facilities that drain to the sewer system use an alternative water supply source, such as rainwater harvesting, the supply or discharge must be metered.

**Response: No alternative water supply is proposed for this project.**

- j. Once the Developer Extension Agreement is complete and granted Final Acceptance by the District, the builder or property owner is responsible for hiring a side sewer contractor (from the District's list of side sewer contractors registered with the District) and for paying for all the costs associated with installing the side sewer.

**Response: Noted.**

15. Stormwater:

- a. Comply with the 2014 Ecology Storm Water Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual. This includes but is not limited to submittal of the following for construction permits:

**Response: Noted. The proposed stormwater design meets or exceeds in some portions the requirements of the 2014 Ecology Storm Water Management Manual for Western Washington and the 2017 Issaquah Addendum.**

- i. Storm Drainage Technical Information Report (addressing minimum requirements 1 - 9).

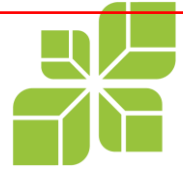
**Response: A storm drainage TIR addressing minimum requirements 1-9 has been included in SDP submittal.**

- ii. Downstream Analysis for each Threshold Discharge Area, demonstrating adequate conveyance and capacity. Please address off-site conveyance issues and downstream conditions for 100-year overflow.

**Response: The storm drainage TIR provided with the SDP submittal includes offsite analysis that addresses downstream conveyance. The offsite analysis shows that the mitigated flow rates discharged from the site are significantly lower than predeveloped rates. Additionally, the storm drainage TIR addresses the overflow concerns and provides more explanation on how developed flows are directed away from the existing Providence Point Storm System.**

- iii. Geotechnical Report, including site-specific soil and groundwater information, required to determine feasibility of storm water LID, under minimum requirement #5.

**Response: A stand-alone copy of the Geotechnical Report has been included with the SDP submittal and an additional copy is included in Appendix C of the stormwater TIR. Infiltration on site is infeasible as noted in section 16.0 of the Geotechnical Report, "Due to the lack of suitable infiltration receptor soils at the site, on-site stormwater infiltration is not recommended for this project."**



- iv. Enhanced Treatment Standard required for pollution generating impervious area.

**Response: Enhanced treatment is proposed for all pollution generating surfaces. Further discussion is provided in section 2.6 of the storm drainage TIR.**

- v. Standard Flow Control, using forested as predeveloped condition, is required.

**Response: The forested predeveloped condition is utilized in flow control modeling calculations provided in the storm drainage TIR.**

- b. Storm runoff from private and public property must be detained and treated separately.

**Response: Comment is noted. Frontage improvements are still being coordinated with the City of Sammamish. Final design of the frontage stormwater system will be submitted to the City of Sammamish for approval once final frontage improvement requirements are determined. At this time a separate storm system for these improvements is shown at the northeast corner of the site.**

- c. Temporary Erosion and Sediment Control Plan required within the plan-set.

**Response: A TESC plan will be provided with the construction permit submittal.**

- d. Construction Storm Water Pollution Prevention Plan Report (TESC & SWPPP), using City template for report, is required.

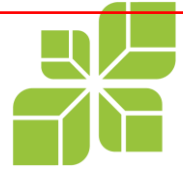
**Response: A Construction Storm Water Pollution Prevention Plan Report will be included with construction permit submittal.**

- e. A Construction Storm Water General Permit (CSWGP) from WA State Dept. of Ecology is required for projects with land disturbing activities of 1 acre or greater.

**Response: Coverage under the CSWGP will be applied for at the time of construction permit submittal.**

- 16. Please continue to coordinate with Mark Lawrence to address the requirements of the Fire Marshal, which include the adequate provision of Fire Department Connections, fire pumps, hydrants, and fire truck access within the elementary school lot and high school south lot and the type and quantity of GenSet fuel consumption. In addition, please provide fire ladder truck autoturn analysis of entire site and show the location of fire lane signage/stripping. Will the route leading to the high school south lot be a secondary gate with access for emergency vehicles.

**Response: Noted. We will continue to coordinate with Mark Lawrence to address concerns of the Fire Marshall and provide supplemental information requested. The location and dimensions of the provided fire lanes are noted on the Fire and Rescue plan included with the SDP submittal. Turning movement analysis is also provided with the SDP submittal. The south access to the high school from the**



**existing private road “Providence Heights Loop” will be used for emergency vehicle access only.**

17. Provide and identify waste and recycling facilities and provide logistics for their collection per IMC Chapter 18.07.480(E)(11). Refer to waste enclosure standards per the attached Solid Waste Service Standards to ensure that waste collection facilities are located, screened, and sized appropriately. Provide sufficient information to enable verification for compliance.

**Response: Trash enclosure information is included on the Circulation Plan and floor plans provided with the SDP submittal. Turning movement analysis has also been provided.**

18. Please include in the project narrative a description of how the project addresses the sustainable building goals and regulations outlined in IMC Chapter 16.40 and the City’s 2017 Sustainable Building Action Strategy (attached).

**Response: The project narrative provided with the SDP submittal documents discusses how the project addresses the City’s sustainable building goals.**

#### **SCHEDULING AND GENERAL COMMENTS**

19. IMC Chapter 18.07.480(C) provides for approval of a community facility land use in a non-CF zone with subsequent legislative rezone to follow. While the rezone of the site to CF-F is anticipated for December 2019, there is a risk (acknowledged in Tom Mullins’ letter to Keith Niven on July 18, 2019) that the rezone may not be approved, in which case the District would need to resubmit the proposed permits.

**Response: Noted.**

20. The Master Site Plan (MSP) process is required for all proposals which are commonly owned, contiguous parcels of land with a developable site area totaling fifteen (15) acres or more which are not exclusively single family. Refer to IMC Chapter 18.07.640 for Master Site Plan application requirements.

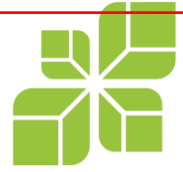
**Response: Noted. A separate MSP submittal has been provided.**

21. Please terminate the existing Developer Extension Agreement (DEA) with Brixton Homes, LLC on the property and enter into a DEA with the Sammamish Plateau Water District. This application is available on the District’s website, [www.spwater.org](http://www.spwater.org). Please refer to the attached Comments from Sammamish Plateau Water dated July 11, 2019 for more information about the DEA process and applicable fees.

**Response: The existing DEA has been terminated.**

22. Please continue to coordinate with Kurt Seemann (Public Works Engineering) regarding anticipated utility installations.

**Response: Noted.**



23. Proactive outreach to the adjacent Providence Point retirement community and Sammamish Highlands neighborhood is strongly recommended.

**Response: Noted.**

24. Scheduling Considerations:

- a. Optimal scheduling would have the traffic study submitted by the end of September to accommodate a minimum 2-week review process to conclude by mid-October.

**Response: Noted.**

- b. The City typically requires sewer and water certificates to be obtained prior to SEPA determination. Whereas the school is acting as its own SEPA authority, the City will need to coordinate with the School District to receive both the determination and the confirmation of sewer and water certificates during the land use phase.

**Response: Noted.**

- c. Please apply for the Site Work Permit by November 1, 2019 if the optimal date for issuance is March 1, 2020.

**Response: Noted.**

- d. Please submit construction permits (including BLD, SW2, LAN, and potentially others such as fire permits or additional wall permits) before December 1, 2019.

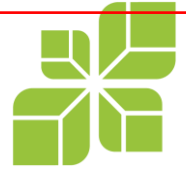
**Response: Noted.**

- e. Two Development Commission (DC) hearings are required, typically held approximately 4-6 weeks apart. The DC meets regularly on the first and third Wednesdays of the month, but special meetings can also be scheduled on different days. Assuming the applicant submits a complete SDP application **by early September**, the optimal schedule would likely have the first DC meeting on **December 4, 2019** and the second meeting **January 8, 2020** if the land use permit issuance (concurrent SDP and MSP). Difficulty working through review issues could cause a delay in the project reaching the Development Commission, as well as the ability to reach a quorum of Commissioners during the holiday season.

**Response: Noted.**

- f. The ISD-requested target for construction of the high school is June 1, 2020. Please note that combustible materials cannot be driven onto the site until drivable roads to fire hydrants have been established.

**Response: Noted.**



- g. August 8, 2020 is the optimal deadline to issue a Temporary Certificate of Occupancy permit, with issuance of Certificate of Occupancy requested for August 1, 2022.

**Response: Noted.**

If you have any questions, please call me at (253) 383-2422.

Sincerely,

Jason Isenberg, PE  
Senior Engineer

JLI/

c: Tom Mullins, ISD  
Brian Urban, Skanska  
Jean Stolzman, Bassetti Architects

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